



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Tuesday, July 20, 2021

SUP Reaches Five-Year Deal With Matson

Concession-Free Agreement Improves Wages, Benefits, Job Security

Shortly before expiration in late June, the SUP Negotiating Committee reached a milestone agreement with Matson Navigation Company. The five-year contract raises wages, maintains and improves benefits, and build job security for the future. On the General Rules, the SUP Committee worked in concert with the SIU and the MFOU, the other members of that comprise the Pacific District of the Seafarers International Union. The Pacific District and its predecessors have been bargaining collectively with Matson since 1901.

The Committee wrangled with Company officials daily during a compressed bargaining schedule, demanding rec-

Membership Ratifies In Overwhelming Vote

ognition for the many hardships of the pandemic, routinely endured by the essential worker mariners of the SUP. They argued for their fair share of the record profits produced by the reliable labor of sailors over the last few years. Along with fair and reasonable treatment and the safety of the COVID workplace, many hours were devoted to the fight against various restrictions-to-ship.

The Committee proposed many long-standing improvements and achieved key gains while raising successful de-

fenses against a barrage of takeaways to SUP benefits, shoregang and ship crewing, and work rules.

During the bargaining period, but not formally associated with the Offshore Agreement were the new jobs created as part of the terms of the *Mokihana* return to service. The ship, presently in a Chinese shipyard, is being returned to the U.S. for deployment in support of the Company's new China California Express service. The agreement also comes as Trustees of the SIU-PD Pension Plan improved existing benefits

another \$55.00 for a maximum monthly pension of \$2520.00 with a 2% increase for existing pensioners. See the President's Report on Page 11 for more detail.

The Committee, comprised of Noel Itsumaru, Paul Fuentes, Roy Tufono, Matt Henning deserve enormous credit for their sacrifice of countless hours of unpaid personal time to do the research, design the proposals, and argue the case with the employer to reach the best deal possible. (See picture on page 2)

At the coastwise meetings in July, the SUP membership voted overwhelmingly to accept the recommendation of the SUP Negotiating Committee and ratified the new agreement.

Teamsters Try New Tactics to Organize Amazon

The International Brotherhood of Teamsters, one of the country's largest unions, has said in an official resolution at its convention that unionizing and building worker power at Amazon is the top priority moving forward.

"The Teamsters will build the types of worker and community power necessary to take on one of the most powerful corporations in the world and win," said Randy Korgan, the Teamster's National Amazon Director. The resolution states the Teamsters plan to create a special Amazon Division, specifically to aid Amazon

workers in unionizing and defending standards in the logistics industry — and will fully fund the project.

If implemented, the project will be the most ambitious and focused endeavor so far in the United States to organize the fiercely anti-union retail behemoth. Since its founding in 1994, Amazon has kept unions out of its workforce and is on track to become the country's largest employer. The Teamsters have 1.4 million members in the United States and Canada.

"We've been working on this for quite some time—well before Bessemer broke

out," Randy Korgan, Teamsters National Director for Amazon, told Motherboard who first reported the story, referring to the unionization drive in Bessemer, Alabama that Amazon defeated earlier this year. The Teamsters represents workers across the logistics industry, including warehousing, package delivery, freight, airline, and food distribution, and sees itself as a natural fit for organizing Amazon. "We have an intrinsic knowledge in the industry," Korgan said. "We understand transportation and logistics companies that are only motivated by profit

will make changes that always end in workers losing."

Earlier this year, following an intense union-busting cam-

paign led by Amazon management and hired consultants, Amazon warehouse workers in Bessemer, Alabama voted against in a defeat for the Retail Wholesale and Department Store Union (RWDSU), which ignited a wave of interest among Amazon workers from New York City to Iowa City in forming unions and having a say in their wages, workplace safety protections, productivity requirements, and rest time. With the Amazon Project, the Teamsters are taking a different approach that doesn't rely on the traditional National Labor Relations Board election process that allows employers to run sophisticated anti-union campaigns and involves the task of running elections warehouse by warehouse.

continued on page 5

TRANSCOM Endorses Tanker Security Program

A long-awaited report written by the U.S. Transportation Command confirms the military significance and need for a Tanker Security Program (TSP). It is a critical endorsement and a step forward for the appropriation of funds to establish the fleet.

The proposed Tanker Security Program would be a fleet of 10 commercial U.S.-flag petroleum product tankers modeled after the Maritime Security Program. It would support the nation's long-term strategic defense needs and reduce the U.S. military's reliance on foreign-flag commercial vessels while also expanding the qualified mariner pool.

Released this month, the report arrives on Capitol hill in time for the Fiscal Year 2021

National Defense Authorization Act (NDAA) which provides the authority for the establishment of a TSP contingent. Itself based on the results of the Mobility Capabilities and Requirements Study (MCRS), TRANSCOM has now confirmed their support for the TSP component of MCRS, based on the national interest.

TRANSCOM's endorsement of the tanker fleet is based on a number of factors creating uncertainty that the Defense Department has sufficient tanker access to fulfill needs in a contested environment. The President's recently-released budget plan for Fiscal Year 2022 included full funding for the TSP (\$60 million).



The SUP Deck Gang in Matson's newly purchased, ice-reinforced *Maunalei* in Tacoma bound for Anchorage AK. From left is AB Rudy Bautista, AB Herbert Oquendo, AB and delegate Arsenio Purganan, Bosun Dale Gibson, and AB B. Ocampo. Missing from photo is AB Kate Healey.

Periodicals' postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Political Fund

Diane Ferrari.....BK#2251
Hannu Kurppa BK #3162
Gunnar Lundeborg.....BK#4090
Duane NashBK#2437
Vince O'Halloran.....BK#2463
John Perez..... BK#3810
James Savage.....BK#7488
Arthur Thanash.....BK#3249
Grant WeggerBK#3637
Alexander Earle..... BK#1885
Frank Portanier... ..BK#3835
Emmert HollowayBK#5875
Terry LaneBK#4107

Ernesto Lagramada 100
Haiden Isberto\$50
Edwin Pastolero\$40
Michael Dirksen\$200
Roy Tufono \$100
Arthur Thanash.....\$1,000
Gunnar Lundeborg..... \$50
Louie Urbano.....\$50
Emani Vili \$10
Robin Colonas \$100
Anna Lena Von Machui \$100
Eric Mcdonald \$10
Romulo Racoma \$10
Dave Connolly\$200
Noel Isumaru\$50
Ricky Pangan.....\$50
Thomas Tynan \$100
Archie Bickford \$100
Zaldy Mateo..... \$10
Ronildo Dimatulac.....\$50
Milton Caballero \$10
Steve Browning.....\$100
Napoleon Nazareno.....\$40
David Mercer \$100
Reynaldo Clores \$10
Robert Leeper\$600
Marc Dulay \$100

West Coast Sailors

Haiden Isberto..... \$50
Steve Swinson\$25
Ricky Pangan.....\$50
Zaldy Mateo..... 10
Ronildo Dimatulac.....\$25
Reynaldo Clores \$10

Organization/ General Fund

Zaldy Mateo..... \$10
Ronildo Dimatulac.....\$25
Marc Dulay\$30

Final Departures

Thomas James, Book #4317. Born in California in 1950. Joined SUP in 1967. Died June 17, 2021. (Pensioner)
Brian Puhl, C-2836. Born in Hawaii in 1976. Joined SUP in 2019. Died in Seattle, Washington, June 11, 2021. Active)

SUP Meetings

These are the dates for the regularly scheduled 2021 SUP meetings:

SUP HQ	Branches
August 9	August 16
September 13	September 20
October 11	October 18
November 8	November 15
December 13	December 20

Membership and Ratings Committee

The Committee met on July 1, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Cosme Bigno	Bk#5766	6 yrs.	A.B.	A
Giorgo Pompei	B-19688	1 yr.	O.S.	B
Victorino Compendia	B-19689	1 yr.	O.S.	B
Zaho Robinson	B-19690	1 yr.	O.S.	B
Jeffrey Baccay	B-19691	1 yr.	O.S.	B
Landon Lopes	C-2867	30 Days	O.S.	C
John Emman Rezada	C-2868	30 Days	A.B.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Paul Fuentes, Bk#2239, Edgar Jululat, B-19233, Jeffrey Baccay, B-19691



The SUP Committee on Constitution met on July 7 in the SUP Library. From left to right is Ben Aston, Hussein Ali, Chairman Paul Fuentes, SUP VP Matt Henning, and Sam Worth.



Bosun Mike Worth throws in his card at the 0900 call in San Francisco while Saher Ali, Mark Relajo, Robert Reed look on as SUP VP Matt Henning dispatches.

SUP Welfare Plan and SIU-PD Pension Plan Notes

SUP Money Purchase Pension and SUP 401(K) Plans Fund Change

After review of the investment performance of the funds in the SUP Money Purchase Pension Plan and 401(k) Plan, the Trustees of the Plans have determined at their June 16, 2021 meeting that a change in one fund is appropriate. The Northern Small Cap Value will be replaced with the American Century Small Cap Value R6. The new fund will be added to the Plans and accessible to participants during the week of August 9, 2021. The Trustees made this decision in fulfillment of their ongoing responsibility to monitor investment options in a prudent manner and to continue to provide a diversified range of investment options under the SUP Retirement Plans.

Changes that will take place on or around August 9, 2021:

Investment Category	Fund to be removed from the Plans Line-up	Replacement Fund
Small Cap	Northern small Cap Value (NOSGX)	American Century Small Cap R6 (ASVDX)

You are not required to take any action. All investment changes will occur automatically. **However,** if you do not want your account balance that may currently be invested in the Northern Small Cap Value Fund to be automatically transferred to the American Century Small Cap Value R6 Fund on or around August 9, 2021, you must transfer those amounts to another available investment option before that date.

Michelle Chang, Administrator mcsupsiup@sbcglobal.net
Patty Martin martinpatty59@sbcglobal.net
Gina Jew Claims gina@marinersbenefits.org
Michael Jacyna Eligibility mjacyna67@sbcglobal.net
Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

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for nearest vaccine
locations



DO NOT LET
DOWN
THE GUARD
AGAINST
COVID-19

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Dave Connolly,
President/Secretary-Treasurer

Editor
BRANCH OFFICES

Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE
(415) 778-5490

PENSION PLAN OFFICE
(415) 764-4987

Surgeon General Calls Misinformation an Urgent Health Threat

With about a third of adults in the U.S. still completely unvaccinated, and cases of COVID-19 on the rise, the U.S. surgeon general is calling for a war against "health misinformation."

Dr. Vivek Murthy released the surgeon general's advisory, describing the "urgent threat" posed by the rise of false information around COVID-19 — one that continues to put "lives at risk" and prolong the

pandemic. Murthy says Americans must do their part to fight misinformation. "COVID has really brought into sharp focus the full extent of damage that health misinformation is doing," Murthy told NPR ahead of the advisory's release. Surgeon general's advisories are reserved for significant public health challenges that demand immediate attention. The official warning is unusual; they are usually short

statements that call attention to a public health issue.

But this new advisory, contained in a 22-page report with footnotes, warns against those casting doubt on Covid-19 vaccines, which studies show are highly effective at preventing death and hospitalization from the disease.

Health misinformation about social distancing, mask use, treatments and vaccines has been rampant during the coronavirus pandemic. The report is a sign that the Biden administration, faced with a steep decline in vaccination rates, is moving more forcefully to confront it. Although the virus is at the lowest levels since the beginning of the pandemic, they are once again slowly rising, fueled by the spread of the more contagious Delta variant; vaccines are effective against the variant.

"Health misinformation is a serious threat to public health," Dr. Murthy said in the report. "It can cause confusion, sow mistrust, harm people's health, and undermine public health efforts."

In a statement, he added, "From the tech and social media companies who must do more to address the spread on their platforms, to all of us identifying

and avoiding sharing misinformation, tackling this challenge will require an all-of-society approach, but it is critical for the long-term health of our nation."

The report is apolitical and does not name any specific purveyors of misinformation. But it comes as some Republican leaders, concerned that the virus is spreading quickly through conservative swaths of the country, are beginning to promote vaccination and speak out against media figures and elected officials who are casting doubt on vaccines.

The report cites evidence of the spread of misinformation, including a study by the Kaiser Family Foundation that found, as of late May, that 67 percent of unvaccinated adults had heard at least one Covid-19 vaccine myth and either believed it to be true or were unsure of its truthfulness; and a Science Magazine analysis of millions of social media posts found that false news stories were 70 percent more likely to be shared than true stories.

Another recent study showed that even brief exposure to misinformation made people less likely to want a Covid-19 vaccine, the surgeon general said.

Coast Guard Updates Mask Policy on Ships

The Coast Guard says it will no longer enforce mask mandates in outdoor areas of vessels, ports and other maritime transportation conveyances and hubs.

The agency defines "outdoor area" as a space that is permanently open to the weather on one or more sides and, if covered by a deck or canopy, any spot on the overhead is less than 15 feet from the nearest opening.

The requirements for wearing masks indoors, with exceptions for eating and drinking, remain in place.

The updated policy was published in Marine Safety Information Bulletin (MSIB) 02-21 Change 2.

Although the CDC is no longer requiring masks outdoors, operators of conveyances and transportation hubs, at their discretion, may require masks to be

worn in outdoor areas.

The new guidance does not supersede any federal, state, local, tribal, or territorial laws, rules, and regulations that still require the wearing of masks in outdoor areas of conveyances and while outdoors on transportation hubs.

Conveyance operators must continue to require all persons onboard to wear masks when boarding, disembarking, and for the duration of travel, unless they are located in outdoor areas of the conveyance. Operators of transportation hubs must require all persons to wear a mask when entering or while indoors on the premises of a transportation hub.

For more information about Covid-19 protocols in the maritime transportation system, email wearamask@uscg.mil.

Cruise Line Unfriends Florida Over Vax Requirement

The fight over requiring vaccinations for travel is heating up, and the cruise industry is in the ring with Florida Gov. Ron DeSantis.

Norwegian Cruise Line Holdings sued Florida's surgeon general, accusing the state of preventing it from "safely and soundly" resuming cruise trips. How is Florida standing in the way according to NCL? By stopping NCL from requiring passengers to be vaccinated against the coronavirus.

The filing represents the latest twist in a months-long fight over the resumption of cruises from Florida, a hub for the industry. Under Gov. Ron DeSantis, the state has fought vaccine requirements by cruises and other businesses, claiming that such policies are discriminatory. Supporters of vaccine requirements have argued that requiring vaccines is necessary to protect public health. So wait. Florida is opposed to a cruise line's own safety requirements so it can resume the cruises that coronavirus stopped and that the state desperately wants and has historically supported with uber-permissive regulation? Yes: a confusing web of legal jurisdiction in the flag-of-convenience shipping industry — designed to avoid regulation — makes for extra-complexity when mixed with the already difficult vaccination debate.

Under a state law approved in May, businesses that force customers to provide proof of vaccination could face fines of up to \$5,000 per violation. That would mean \$5k per passenger in cruise ship terms. Norwegian said it was forced to sue "as a last resort." The Company argued in court that "One anomalous, misguided intrusion threatens to spoil [NCL's] careful planning and force it to cancel or hobble upcoming cruises, thereby imperiling



and impairing passengers' experiences and inflicting irreparable harm of vast dimensions." Norwegian is claiming that Florida's ban is not valid because it pre-empts federal law and violates various provisions of the Constitution.

After banning cruises nearly a year and a half ago, the Centers for Disease Control and Prevention said in the fall that it would allow cruises to set sail again. The agency later developed a set of stringent conditions that cruise lines are required to follow. Now, NCL is siding with CDC. Florida Gov. Ron DeSantis originally sued the CDC in April over the Conditional Sailing Order and banned vaccine passports in May, arguing that the CDC had overstepped its authority. In June, a federal judge temporarily blocked the agency from enforcing the rules in the state while the case proceeds.

Later that month, Celebrity Cruises, a subsidiary of Royal Caribbean Group, began the first major cruise from a U.S. port since the pandemic began, sailing from Fort Lauderdale, Fla. Cases of COVID were later reported at disembarkation in Barbadoes despite a fully vaccinated passengers and crew. Norwegian hopes to restart cruises from Miami on Aug. 15.

The industry was devastated by the pandemic, with ridership falling 80 percent last year compared with 2019. The three major cruise companies — Carnival Corp., Royal Caribbean and Norwegian — have lost a combined \$900 million each month since March 2020.

Air V&V: Guam Courts Vaccination Tourism

The U.S. territory of Guam has begun offering Covid vaccinations to travelers from any country in a bid to lift tourism to the island.

In June, authorities in Guam announced a program called Air V&V, which previously allowed U.S. citizens to visit and get vaccinated, would now be open to international tourists.

The program aims mostly at countries in the Asia-Pacific region, where vaccine rollout and access has been slow. Early participating tourists arrived from Taiwan shortly after the announcement according to the Guam Daily News. Early next month, three more flights from Taiwan are set to bring about 500 passengers.

Carl Gutierrez, president of the island's visitor bureau, said, "This program captures a unique demographic of travelers around the world that are tired of waiting to get vaccinated in this pandemic."

Visitors will need to book a package from a participating government-approved hotel, which includes accommodation, meals, transportation to and from the airport, coronavirus tests, health monitoring and two doses of a vaccine. Participants can choose from the vaccines



Tymon Bay, near Hagatna, Guam.

made by Pfizer and Moderna, which require two doses, or the "one and done" shots from Johnson & Johnson.

The travelers are required to present a negative coronavirus test result before departing their home country and must quarantine for seven days upon arrival in Guam. They will receive a first vaccine shot on their second day on the island.

But it is not a cheap vacation for visitors who opt for a vaccine that requires two doses and who remain on the island for three weeks to get both: Hotel rooms are about \$150 to \$350 a night, while the additional coronavirus measures cost a flat rate of \$880 per person.

About 71 percent of Guam's population of 169,000 has had at least one vaccine dose, while 63 percent are fully inoculated.

SUP Money Purchase Pension and 401(K) Plans Fund Change

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Russian Spy Ship Detected Off Hawaii

A Russian spy ship off Hawaii and other naval activity recently caused the scramble of F-22 fighters from Hickam Field. The ship, called *Kareliya* (SSV-535) seen in the foreground of the file photo above is a Russian auxiliary general intelligence, or AGI ship. The Vladivostok-based ship is one of seven AGIs in the Russian fleet.

A U.S. missile defense test off Kauai was also recently delayed due to the presence of a Russian surveillance ship. U.S. Pacific Fleet at Pearl Harbor said that it was “aware of the Russian vessel operating in international waters in the vicinity of Hawaii, and will continue to track it through maritime patrol aircraft, surface ships and joint capabilities.” The test was eventually carried out, but the delay was likely to avoid the spy ship’s effort to “collect on” the mission.

The Russian Navy edged closer than

ever to Hawaii in an associated naval and air exercise, the largest since the end of the Cold War, about 300 to 500 miles west of the Aloha State. It prompted the Air Force to scramble F-22 fighters.

“At the same time, officials said a U.S. carrier strike group headed by the *USS (Carl) Vinson* is operating about 200 miles east of Hawaii, conducting a strike group certification exercise,” said the news network CBS. “The exercise had been planned but was moved closer to Hawaii in response to the Russian exercise.”

The Russian naval and air drills — which presaged the summit in Geneva, Switzerland, between U.S. President Joe Biden and Russian President Vladimir Putin — are seen as a demonstration by Moscow of its ability to carry out exercises relatively close to Hawaii.



Courtesy U.S. Navy

“U.S. Indo-Pacific Command is monitoring the Russian vessels operating in international waters in the Western Pacific,” Navy Capt. Mike Kafka said that “As part of our normal daily operations, we closely track all vessels in the Indo-Pacific area of operations through maritime patrol aircraft, surface ships and joint capabilities.”

He added that, “We operate in accordance with international law of the sea and in the air to ensure that all nations can do the same without fear or contest and to secure a free and open Indo-Pacific. As Russia operates within the region, it is expected to do so in accordance with

international law.”

Officials did not deny however that three missile-armed Hawaii Air National Guard F-22 fighters were scrambled for an “irregular air patrol” as requested by the FAA. “The 154th Fighter Wing launched two F-22 Raptors from Joint Base Pearl Harbor-Hickam at approximately 4 p.m.,” with a third launched an hour later. Eventually the U.S. military said “the situation resolved, prompting the fighters and a KC-135 Stratotanker (a refueling plane) to return to base.” They did not disclose the purpose of F-22 launch.

US Maritime Threat Advisories Updated

The US maritime authorities have issued two new advisories.

Maritime advisory 2021-007 warns of multiple maritime threats from Iran and its proxies in the Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Red Sea, Gulf of Aden, and Indian Ocean.

“Heightened military activity and increased political tensions in this region continue to pose serious threats to commercial vessels,” the advisory notes. “Associated with these threats is a potential for miscalculation or misidentification that could lead to aggressive actions.” It said vessels operating in these areas may encounter GPS interference, bridge-to-bridge communications spoofing and/or other communications jamming with

little to no warning. It also noted that vessels have reported bridge-to-bridge communications from unknown entities falsely claiming to be US or coalition warships.

The second maritime advisory warns of the threat of piracy, armed robbery and kidnapping for ransom in the Gulf of Guinea. The Office of Naval Intelligence reports that there were 24 incidents of piracy and armed robbery at sea in the Gulf of Guinea in the first six months of 2021, a significant decline compared with the first six months of 2020.

All the US maritime alerts and advisories are posted at: <https://go.usa.gov/x6pSZ>.

12 Ships: Australian Mariners Fight Flagging Out of National Fleet

Out-of-work Australian mariners rallied last week outside Parliament, calling on the government to support the maritime industry by investing in a fleet of Australian-flagged vessels to move essential goods between the country’s ports. The domestic fleet has been decimated by changes the government made in 2012 to the country’s cabotage law, which until then had largely mirrored the Jones Act in allowing only Australian ships and crews to sail in the coastal trades.

Now, flag-of-convenience ships crewed by desperate workers from low-wage countries are frequent visitors to Australia’s ports, where they are often detained or banned for violating maritime labor laws, failing to pay their crews and operating unsafe, substandard vessels.

“The government hasn’t just stood by and watched the decline of Australian shipping, they have actively approved the replacement of Australian ships with foreign-flag vessels crewed by workers paid as little as \$2 per hour,” MUA National Secretary Paddy Crumlin told protesters gathered outside Parliament House in Canberra.

The protesters noted that while 98 percent of Australia’s imports and exports arrive by sea, only 12 Australian-flagged and -crewed cargo ships still operate and there are no longer any Australian-flagged oil tankers in service.

Thirty years ago, there were over 100 Australian-flagged vessels, crewed by

Australians, in the domestic fleet.

The government, Crumlin says, is choosing to outsource the jobs of its citizens.

“Many of these vessels work exclusively on the Australian coast, moving cargoes between Australian ports, yet the federal government issues them temporary licenses that allow them to avoid local wages and conditions,” he said.

Protesters highlighted the case of the *MV Portland*, a vessel that for 27 years carried alumina produced from the bauxite mined in Western Australia to the aluminum smelter in Victoria. In 2015, Alcoa announced that the vessel was being retired and sold, but 10 union members refused to leave to permit it to sail to Singapore. After two months, they were removed by security guards so that a foreign crew could sail the vessel away. Five years later, a foreign vessel under temporary licenses issued by the federal government continues to operate in place of the *MV Portland*.

“This campaign isn’t just about getting Australian seafarers back up the gangways of Australian ships, it’s about the importance of a strong shipping industry to the economic success of an island nation,” said Crumlin.

MUA has partnered with allied unions in the “Save Australian Shipping” campaign, which is fighting to reconstitute a national fleet.

ILWU Wins Allegedly Inflated Timesheets Case

A grain-export terminal in Oregon lost its bid to revive RICO claims against the International Longshore and Warehouse Union and 150-plus workers after a divided Ninth Circuit said Monday that the case should be decided by an arbitrator.

The RICO claims are predicated on rights and duties created by the parties’ collective bargaining agreement and resolving the dispute requires an analysis of the contract’s terms, and as such, they are preempted by the Labor Management Relations Act, the U.S. Court of Appeals for the Ninth Circuit said.

Columbia Export Terminal LLC in Portland alleges the union and the workers conspired to submit timesheets that recorded hours not actually worked, consequently overbilling the company by more than \$5.3 million. They asserted claims under the Racketeer Influenced and Corrupt Organizations Act.

There are multiple CBA terms that

could excuse or explain why the workers’ timesheets didn’t always precisely match up with their actual hours worked, such as provisions governing meal breaks, paid leave, and holidays, the appeals court said in affirming dismissal of the suit.

The CBA also requires that any grievance or dispute over the “interpretation, application, or violation” of a contract term must be arbitrated before proceeding to litigation, and doesn’t specifically exclude RICO claims, Judge Richard R. Clifton wrote in the majority opinion. He was joined by Judge Susan P. Graber.

Judge Sandra S. Ikuta dissented. She said the majority misapplied precedent in holding that the LMRA precludes or preempts “any federal claim” related to a CBA, and mistakenly applied a presumption of arbitrability.

The case is *Columbia Export Terminal, LLC v. ILWU*, 9th Cir., No. 20-35037, 6/28/21

Garamendi Bill Will Increase Social Security Benefits

U.S. Rep. John Garamendi, D-CA, introduced the “Fair COLA For Seniors Act of 2021,” or H.R. 4315, a bill that would require Social Security to use the “Consumer Price Index for the Elderly” to calculate a fairer cost of living adjustment for seniors.

From 1982 to 2011, the Consumer Price Index for the Elderly rose at an annual average rate of 3.1% compared with 2.9% for the methods that are currently used, according to the release. Garamendi joined 23 cosponsors on the bill. All the sponsors are Democrats with the exception of Republican Rep. Brian Fitzpatrick of Pennsylvania.

“Seniors and disabled citizens rely on Social Security benefits for a large portion of their income, and it’s about time for Social Security benefits to reflect their lifestyles,” Garamendi said in the release. “Using a COLA that actually reflects how retirees spend their money — especially in health care — is a no-brainer.” Nancy Altman, president of Social Security Works, applauded Garamendi for championing the act.

“One of the most valuable features of Social Security is its inflation protection,” Altman said. “The current method of calculating inflation under-measures the cost of living of seniors... disproportionately burdened by rising costs of prescription drugs and other essential medical care. By more accurately accounting for the costs faced by Social Security beneficiaries, this legislation better prevents the erosion over time of Social Security’s modest but vital earned benefits.”



Rep. John Garamendi

Ever Given Released; 200k Sailors Still Imprisoned

The infamous M/V Ever Given was finally released from detention this month by Egyptian authorities. The EVER GIVEN made headlines earlier this year when the ship got stuck - splayed across the Suez Canal – shutting down the vital waterway for a week. This week, a financial dispute was finally settled between Canal authorities and the vessel’s Japanese owners, allowing for the release of the vessel from a 3-month detention.

As is common in maritime casualties, the sailors involved were blamed first and then used as bargaining chips during negotiations. The International Transport Workers’ Federation and other unions

representing seafarer interests expressed relief that mariners aboard the can get back to work. ITF General Secretary Stephen Cotton noted that unions have ensured that the mariners aboard were well-cared for and well-represented. Eight original crewmembers were able to sign off since the incident and 17 more are still serving aboard until their assignments end. “While we celebrate this outcome,” said Cotton, “our attention is still on the 200,000 seafarers trapped working on vessels unable to go home due to the worsening crew change crisis.”

Indian Seafarer union official Abdulgani Serang noted that no charges or

negative findings were lodged against the crew, but he expressed disappointment that Egyptian authorities used the crew as leverage in financial negotiations with the ship’s insurer. He said, “We are pleased that this ordeal is finally over for the crew. Their professionalism has been confirmed by a lack of adverse findings. Like all seafarers, it is through their passion and commitment that they are able to rise to the challenge and make the sacrifices required to move the world.”

The terms of the settlement have not



been released, but the original \$916 million demand had been lowered to \$516 million. A Suez Canal Authority lawyer announced that the EVER GIVEN “is always welcome” to sail through the Canal in the future.

Teamsters Try New Tactics to Organize Amazon

continued from page 1

Instead, the Teamsters plan to focus on a series of pressure campaigns involving work stoppages, petitions, and other collective action to push Amazon to rec-

ognize a union and bargain over working conditions. The tactic is rooted in history and it’s how the Teamsters organized its first members, horse drivers, grave haulers, and beer wagon drivers, who did not

have union rights in the early twentieth century, using shop floor strikes, city-wide strikes, and other mass collective action in the streets.

“We could have been the first Bessemer, but we chose not to go down the path of an NLRB election for the reasons that were validated in the Bessemer union election,” Korgan said. “The list is very long in how workers can seek justice on the job. The NLRB is not the only way.” The Amazon Project has six main components—educating and engaging its current union members, organizing Amazon workers, engaging the public, antitrust enforcement, industry pressure, and global solidarity.

The Teamsters would not go into detail about the funding or timeline for the Amazon Project, but said Teamster International, local unions, and dozens of regional joint councils have “committed tremendous resources to this.”

“I do volunteer organizing because I feel Amazon workers should have what I have,” said Robert Martinez, a UPS driver and member of Teamsters Local 63 in Ontario, California who participates in the volunteer organizing program. Martinez, who is 42 years old, earns \$39.23 an hour as a yard shifter, and receives a pension and healthcare benefits. Even with the

benefits and protections of a union, Teamsters members, particularly at UPS and other logistics companies, say they’ve seen their working conditions deteriorate as Amazon has expanded its reach in the parcel delivery sector. They cite higher delivery quotas, more weekend and holiday shifts, unpredictable schedules, and a greater reliance on temps and contractors. Motivated by improving these worsening conditions, UPS and other unionized logistics workers are joining the effort to organize Amazon workers.

As a point of comparison, Amazon delivery drivers in Southern California earn \$15 or \$16 an hour. Amazon often promotes its \$15 per hour minimum wage, as opposed to Walmart nd other retail jobs, where workers are typically paid much less. But Amazon is actually driving down wages in the warehouse and delivery industries. “Quotas are going up. Astronomical figures. We’ve seen a massive increase in Amazon packages,” Anthony Rosario, a UPS driver in Brooklyn and a shop steward at Teamsters Local 804 who has been in the union for 27 years. “Industry standards are being diminished... They’re forcing people to work holidays and weekends. [UPS] is bending to Amazon’s competition.”

President Biden Nominates Union Attorney David Prouty to the NLRB

President Biden announced last week that he will nominate David Prouty, an attorney who has spent his career representing labor unions, to the National Labor Relations Board.

Prouty will fill a seat that becomes vacant in August. He currently serves as general counsel for New York City-based Local 32BJ of the Service Employees International Union. Before that, he served as general counsel to UNITE HERE and then to the Major League Baseball Players’ Association.

Last month, the President nominated union-side attorney Gwynne Wilcox to the Board. Wilcox, who serves as associate general counsel for SEIU Local 1199, is currently a partner at the union-side law firm Levy Ratner.

The NLRB was created by Congress

to protect the rights of working people, encourage collective bargaining and curtail private sector labor and management practices that can harm the welfare of workers, businesses and the economy as a whole.

The five-member Board currently has a 3-1 Republican majority held over from the previous administration. If both Wilcox and Prouty are confirmed by the Senate, the Board would have a Democratic majority. Under the previous administration, the NLRB engaged in a relentless campaign to strengthen the hand of employers in negotiations with working people and their unions, rolling back decades of settled law and tipping the scale of justice further in favor of corporations.

SIU Pacific District Pension Plan Improvements Summary Active Members COLA of 2% for Pensioners in Pay Status

	Monthly Benefit Effective 7/1/2020	Monthly Benefit w/ \$55 Increase
I--Long Service Benefit (25YQT)		
(1)-Retiring at age 60 or older	\$2,465.00	\$2,520.00
(2)-Eligible for Social Security Disability, any age	\$2,465.00	\$2,520.00
(3)-Retiring between ages 55 and 60	\$2,059.00	\$2,104.94
(4)-Retiring under age 55	\$ 300.00	\$ 300.00
II--Basic Service Benefit (20YQT)		
(1)-Retiring at age 60 or older	\$1,972.00	\$2,016.00
(2)-Eligible for Social Security Disability, any age	\$1,972.00	\$2,016.00
(3)-Retiring between ages 55 and 60	\$1,776.25	\$1,815.88
(4)-Retiring under age 55	\$ 250.00	\$ 250.00
III--Reduced Service Benefit		
(1)-15YQT	\$1,109.25	\$1,134.00
(2)-16YQT	\$1,183.20	\$1,209.60
(3)-17YQT	\$1,257.15	\$1,285.20
(4)-18YQT	\$1,331.10	\$1,360.80
(5)-19YQT	\$1,405.05	\$1,436.40
IV--Disability Retirement Benefit		
(1)- 25YQT-retiring at age 60 or older	\$2,465.00	\$2,520.00
(2)- 25YQT- retiring at ages 55-59	\$2,059.00	\$2,104.94
(3)- 25YQT, retiring under age 55	\$ 300.00	\$ 300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$1,972.00	\$2,016.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,776.25	\$1,815.88
(6)- 20YQT-24YQT, retiring under age 55	\$ 250.00	\$ 250.00
(7)- 15YQT-19YQT	\$ 187.50	\$ 187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$ 218.75	\$ 218.75
(9)- 10YQT-14YQT	\$ 125.00	\$ 125.00
V--Dependent Child Benefit		
(1)-Per child under age 18	\$ 25.00	\$ 25.00
VI--Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$ 73.95	\$ 75.60
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying	\$ 0.00	\$ 0.00

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Shipping and Rail Competition Subject of Exec Order

President Joe Biden ordered U.S. transportation agencies to crack down on anti-competitive conduct and unjust fees in the rail and sea shipping industries to try to lower costs to consumers.

The White House said the executive order is aimed at the Federal Maritime Commission (FMC) and the Surface Transportation Board (STB), and Press Secretary Jen Psaki noted that shipping costs had risen dramatically during the months of the pandemic.

Biden will urge the FMC "to take all possible steps to protect American exporters from the high costs imposed by the ocean carriers" and to "crack down on unjust and unreasonable fees, including detention and demurrage charges," the White House said.

The Association of American Railroads said on Thursday that "competition remains fierce across freight providers" and could put railroads at a disadvantage. Meant to foster competition throughout the economy, the goal is broadly configured from making it easier for farmers to repair their own tractors to requiring airlines to refund baggage fees for delayed luggage.

Transport costs for shipping goods have soared during the COVID-19 pandemic at a time of growing consolidation in transportation markets. In its actions targeting the transportation sector, the administration is highlighting what it calls the dangers of consolidation in shipping where three alliances control 80% of the market. In 2000, the 10 largest

shipping companies controlled just 12% of the oceangoing freight business. The Jones Act, often mistakenly blamed for high costs and lack of competition, is wisely not a subject of the order.

The White House says that dominance has come at a cost for American exporters, allowing the companies to extract higher rates. For U.S. importers, the consolidation has given carriers leverage to raise fees like those for demurrage, essentially late fees on shipments that aren't picked up from freight terminals on time.

The President "encourages the independent federal agencies regulating these markets to take steps to promote competition – which will save American businesses money on shipping costs. That, in turn, will lower prices for American consumers," a White House source said. The executive order also addresses noncompete agreements for workers, licensing requirements, defense contracts, cell phones, agriculture and antitrust enforcement.

Congestion In Every Port

The state of global container congestion continues to trouble the logistical supply chains in just about every port, and not only in the U.S.

Industry sources indicate major ports around the world are delaying the berthing, loading, and offloading of mainline container vessels at record levels.

The information is an estimate only and is based on an interpretation of information sources such as AIS data, that depend on approximation. For example, a vessel within 50 nm of a port is at 2 kts or less is considered "waiting." Those ships are then compared to the total amount of container ships calling in each port to get a "waiting ratio." The study considers only mainline container ships, not feeder vessels, and does not factor in outliers such as those on slow bell that does more than 2kts, ships doing circles, or blank sailings. Moreover, the definitions of feeders vs. liners is not clear.

Still, the most congested ports, such as Hong Kong, have dramatic "waiting ratios" of 67% or higher. Oakland, Savannah, Seattle, Vancouver are above 65%. Los Angeles and Long Beach are both at 42%. Some of the largest ports, such as Shanghai, Singapore, and Ningbo, are all well over 50%. Yantian, the scene of a Covid-19 outbreak that hampered productivity throughout June, has done well to clear much of its backlog over the past couple of weeks.

This translates roughly into an estimate that 10% of the world's entire shipping capacity has essentially been taken out of service due to congestion. Based on the holes in the data feed, it could be worse.

Extreme consumer demand, principally in the US, has combined with Covid-19 shipping and port dislocations all year, is the culprit. The unprecedented congestion across the globe has also produced record freight rates and all-time lows for liner schedule reliability.

Mayflower Turns Back: AI Captain Fails To Notice Emergency

A high-profile autonomous vessel called *Mayflower* had to abandon its planned crossing of the Atlantic after a serious failure. The self-operating ship has been routed back to England after traveling just 350 miles because its "artificial captain" failed to detect an on-board malfunction to the propulsion.

Mayflower was launched on June 15, 2021 to carry out ocean research while retracing the voyage of its famous namesake, the wooden ship that brought the Pilgrims to America in 1620. It uses solar panels for power, radar to scan the horizon and artificial intelligence to "interpret" its surroundings. But its so-called "Artificial Intelligence Captain" didn't realize it was in distress and needed to return to port," wrote *Washington Post* reporter Dalvin Brown. "That order had to come from someone onshore."

"We still don't know exactly what happened," Brown quoted the nonprofit Promare as saying. "But out of an abundance of caution, we have to get her back." Promare developed the 49-foot ship with IBM, and more than a dozen other organizations donated equipment or services. The stated purpose of the project is to collect data on climate change, plastic

pollution and animal conservation.

The voyage was aborted after researchers on shore noticed that the boat was operating at only half speed putting itself at risk of sinking in the storms and currents. The vessel's top speed is about eight knots.

The ship uses six AI cameras and dozens of other sensors to spot and hopefully avoid potential hazards, such as animals or other boats. Recognizing it's own limitations as a safety hazard appeared beyond the scope the robot captain. At the heart of the artificial intelligence philosophical debate is whether and how it can include self-consciousness.

The literature centers around two types of variants, the "access" approach, which concerns aspects of experience that can be apprehended, and the "phenomenal," or roughly what cannot be apprehended but containing a "raw feel" of what something is like or "qualia." Aboard *Mayflower*, it appears the "access" concept failed where the classic situational awareness com-monto good seamanship, or phenomenal consciousness, might have succeeded.

No word yet on whether the AI captain could be relieved of command it did not possess.

Elon Musk Launches First Robo Ship, A Shortfall of Gravitas

SpaceX, Elon Musk's commercial space launch company, appears to have launched the largest fully unmanned commercial vessel in operation today.

The 10,000 dwt, 300-foot deck barge *Marmac 302* was recently converted at Bollinger's Port Fourchon yard and re-named *A Shortfall of Gravitas*. She has been rebuilt with a wider deck and a set of four thruster pods, enabling her to hold station via "dynamic positioning." The purpose of the vessel is to serve as landing zone or catch platform for SpaceX's booster rockets as they return to earth. The "house" on the stern has no bridge, no windows, and presumably contains computer and other electronic equipment.



SpaceX owns two similar vessels built from the hulls of *Marmac 302's* sister barges, the *Marmac 303* and *304*, and both are DP-capable without crew on board. However, SpaceX says that *A Shortfall of Gravitas* (dubbed ASOG by

SpaceX fans) can navigate itself to and from port, without crew and without a tow. The reports largely depend on Musk's own Twitter account.

SpaceX conducted its first successful rocket landing at sea in 2016, setting a new technological milestone that has allowed the company to greatly reduce its operating cost per launch. SpaceX's Falcon 9 boosters are designed for refurbishment and reuse, a departure from the disposable-boosters business model used by its competitors. Musk has compared the traditional approach to "disposable airplanes" and claims that SpaceX saves money after the third flight on each booster.

Seagoing Internet Could Improve With Low Orbit Satellite System

Deep-pocketed tech companies are competing in a new internet-from-space race. Amazon, OneWeb, Telesat and Starlink are hustling to provide the best new version of "Low Fi," or low earth orbit satellite communications.

It's not yet clear what speeds will be available, but the low fi systems depend on a vast array of satellites is relatively close to Earth's surface, up to about 1,200 miles, in what's known as "low earth orbit." The advantage of this orbit is that signals can travel quickly from earth to a satellite and back, so the overall satellite internet service with low "latency"—the time it takes a signal to make a round trip — will be much faster. Traditional telecom and earth-observing satellites generally hover much farther from Earth, in what's known as geosynchronous orbit, about 22,000 miles above the equator. This allows them to reach much more of the planet at once, but the round-trip signal time is so long that things like internet calls, videos, and gaming are choppy at best. The traditional method also uses radio signals, but lasers may soon speed things up.

The low fi systems will require hundreds of satellites to allow continuous and broad global coverage. That could be costly but still affordable: current pricing for Starlink is \$499 upfront and \$99 a month for service. Starlink's test users are connected by about 1,000 satellites that its parent company, Space X, has launched. While that makes SpaceX owner of a third of all the satellites orbiting Earth, it's only the beginning. Starlink has received approval from the FCC to launch nearly 12,000 satellites.

Another competitor is Canadian satel-

lite company Telesat. Unlike the others, it has more than 50 years of experience operating satellites, says Chief Executive Dan Goldberg. Telesat doesn't want to give everyone an antenna, like Starlink and OneWeb do. Instead, it would provide connections to ground stations owned by telecom companies, which would then connect to end users in conventional ways such as cellular or long-range Wi-Fi networks. Users wouldn't have to worry about how they got the internet connection they were enjoying, and could use their phones and other mobile devices instead of specialized equipment.

Telesat will start launching its new constellation of 298 low-earth-orbit broadband satellites in 2023, and plans to have full coverage of the globe by 2024, adds Mr. Goldberg. One reason its constellation is smaller than those of its competitors is that each of its satellites is bigger and orbits at a higher (but still low-earth) altitude, he says. Should the company's plans bear fruit, Telesat's satellites will also have high-speed, laser-based inter-connections between each other, so they can pass internet traffic between themselves, in space, before sending it back to earth closer to its intended destination.

In the future, there are yet more potential entrants into the space-internet race: China announced it intends to launch its own network of 10,000 low-earth-orbit satellites, and the EU is contemplating building one as well. Then there is the dreaded Kessler syndrome, depicted in the movie "Gravity," where orbiting space debris leads to a runaway space pileup. At present, there are recommendations but few binding rules about how Earth's low earth orbit is used.

The Fourth Arm of Defense: The U.S. Merchant Marine

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By James Caponiti

From its earliest days when the American colonies were dependent on trade with Europe, the United States has been reliant on merchant shipping. During the fight for independence beginning in 1775, an effective American strategy was to arm merchant ships to disrupt the British supply chain of ships along the eastern seaboard and across the Atlantic Ocean. In this way, the U.S. Merchant Marine’s vital role of support in wartime predates both the United States Coast Guard (1790) and the United States Navy (1797). As another measure of its importance, the development and passage of laws related to maritime issues and the merchant fleet were among the early priorities of the newly formed Congress.

The United States benefits economically and strategically from an abundance of ocean coastline and internal rivers and lakes, and U.S. citizen merchant mariners navigate, maintain, and work on the ships, tugboats, towboats, ferries, dredges, and other vessels that provide service in associated waterborne trades. U.S. mariners are expertly trained and perform their respective shipboard tasks to the highest of standards anywhere in the world. The adequacy and viability of a qualified pool of citizen mariners is distinguishable from many other civil occupations since it is critical to U.S. national security and to America’s ability to project power.

Though it is fundamentally a commercial enterprise, the U.S. Merchant Marine has proven throughout history its capability to serve as an auxiliary to the Navy. The often overlooked “fourth arm of defense,” [along with the Navy, Army, and Air Force] as described by President Franklin Delano Roosevelt, the U.S. Merchant Marine and American seafarers have been called upon repeatedly to deliver U.S. military personnel and materiel to areas of conflict or emergency.

Perhaps most notably, the U.S. Merchant Marine and civilian merchant mariners were integral to the Allied Forces’ victory

in World War II, delivering nearly 270 billion long tons of cargo in support of the war while risking their lives in the treacherous waters of the North Atlantic and Pacific Oceans. All told, 733 American cargo ships were lost during World War II. Though U.S. Government records management for merchant mariners failed to match the precision applied to the other services, it is widely held that proportionately, the U.S. Merchant Marine suffered a higher fatality rate during World War II than any of the Armed Forces. According to the 1946 Report of the War Shipping Administration “Up to V-J Day, 5,638 merchant seamen and officers are dead and missing; 581 were made prisoners of war.”

The U.S. Merchant Marine has continued to demonstrate its value as a strategic resource into the 21st Century and beyond providing worldwide shipping facilities and support to the Department of Defense (DOD) and to essential foreign assistance programs, such as waterborne response related to domestic and international disaster recovery operations. U.S.-flag industry sealift missions in support of U.S. military operations throughout recent decades have been historically efficient, especially its ability to deliver more than 90 percent of all cargoes bound to and from Afghanistan and Iraq during Operations Enduring Freedom and Iraqi Freedom.

U.S.-flag ships have also supported months-long U.S. Gulf of Mexico recovery efforts in the aftermath of Hurricanes Katrina and Rita in 2005, have responded to the devastating 2010 earthquake destruction in Haiti in 2010, and have bolstered federal and state recovery efforts in the New York/New Jersey area following destruction to that region as a consequence of Hurricane Sandy. Sadly, few Americans will forget the evacuation of New York City on 9-11 and the selfless acts of U.S. mariners and private sector companies to evacuate citizens from lower Manhattan – the largest and safest evacuation of citizens in U.S. history.

It is important to note that U.S.-flag capability brought to bear in the wartime

and hurricane missions noted above included both U.S. Government-owned sealift vessels and privately-owned commercial ships. However, the same single pool of trained and qualified civilian mariners is called upon during emergencies to crew government ships, the majority of which are idle and maintained in readiness prior to activation—all while simultaneously meeting service requirements in U.S.-flag commercial trades.

The availability of a trained and qualified mariner pool sufficient to support the activation and operation of the U.S. Government’s surge sealift assets is a key element of U.S. strategy and planning. This organic lift includes the Maritime Administration’s (MARAD) Ready Reserve Force (RRF) which currently numbers 41 ships and the Military Sealift Command’s (MSC) 19 Large Medium-Speed Roll-on Roll-off ships (LMSRs). These vessels are maintained by commercial ship managers in prescribed levels of readiness and outported in reduced operating status (ROS) in commercial berths or in government facilities, available to be activated when crises arise. To promote readiness and to enable rapid transition to operational capability, ROS vessels are partially crewed while idle. Once activated and fully crewed, all of these assets, RRF and LMSR alike, fall under MSC’s operational control. The surge sealift capabilities comprised from these vessels enable deployment of combat forces in the early stages of a conflict. Of course, the vessels themselves are essentially useless without trained civilian crews to maintain and operate them.

The government relies on a partnership with U.S.-flag operators and maritime labor organizations to assure access to commercial sealift capability and civilian merchant mariners. The framework through which this is possible is the Maritime Security Program (MSP) and its companion program, the Voluntary Intermodal Sealift Agreement (VISA). These programs are administered jointly by MARAD, an agency within the Department of Transportation, and DOD’s United States Transportation Command. With MSP funding, the Government leverages a relatively small investment, \$314 million for fiscal year 2021, and \$318 million annually for fiscal years 2022 through 2025 for 60 ships of diverse capability, gaining assured access to militarily useful ships and related intermodal transportation networks.

The investment also works to ensure the continued viability of both a U.S.-flag fleet engaged in international trade and the pool of seafarers to crew those vessels. Without a viable U.S.-flag commercial fleet, and the American merchant mariners this fleet supports, the United States would be unable to deploy and effectively sustain its military forces on a global basis.

The government / private industry partnership itself is unique, and it entails peacetime planning and an operational relationship through peacetime service contracts. The U.S. companies enrolled in MSP/VISA agreements are required to be managed by U.S. citizens, and those companies with a foreign parent are required to execute security agreements that protect the rights and interests of the United States. The companies have the equivalent of a “secret” clearance enabling participation



in joint planning and operational exercises with U.S. military commands in a secure environment at regular intervals.

MSP is approaching the end of its third 10-year authorization cycle, and the program has been authorized for a fourth time through Fiscal Year 2035. Given the austere fiscal environment facing DOD and every other executive agency from time-to-time, it is important to note from a budgetary standpoint that the fleet of vessels and infrastructure available for military missions through the MSP is capitalized and recapitalized solely through the private investment of the owners and operators of enrolled vessels.

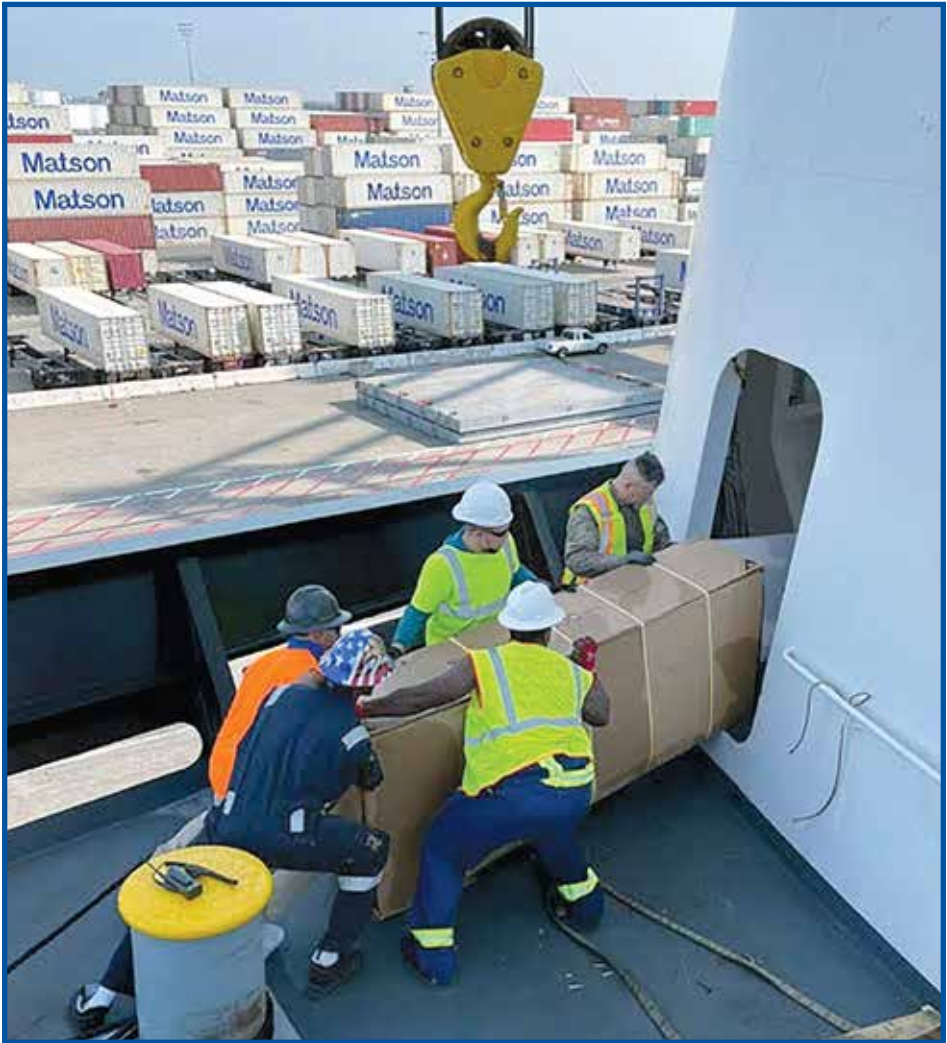
The current annual taxpayer investment in MSP is modest when compared to an alternative scenario that would call for the Government to acquire, operate, and maintain equivalent sealift capabilities on its own. Accordingly, to assess the cost effectiveness of the MSP, it is important to understand this huge cost avoidance at the same time one evaluates the cost of Government programs and policies that support the U.S. Merchant Marine to achieve national sealift objectives. For example, the cost of MSP operating agreements during the program’s first 15 years were less than \$1.9 billion; meanwhile the U.S. government benefitted by saving nearly \$70 billion in other costs that would have been incurred for equal readiness.

Perhaps the largest bargain gained from the government’s maritime investment lies in sustaining jobs on U.S.-flag ships, benefiting America economically as a large international trading power while also ensuring that the country has the readily available pool of trained and qualified citizen seafarers on which the nation relies to provide sealift during emergencies.

A fundamental element of U.S. maritime legislative policy is — and has been — that “vessels of the merchant marine should be operated by highly trained and efficient citizens of the United States.” Of course, the application of this principle is especially true with respect to developing and maintaining the nation’s military sealift capability. Military planners understand that America’s security is best protected when the country relies on a commercial shipping industry domiciled in the United States, employing U.S. citizens both at sea and ashore, and subject to U.S. laws and regulations.

The statutory requirement for U.S.-flag vessels to be crewed by Americans is enforced by the United States Coast Guard (USCG). There are two general categories, licensed (officers) and unlicensed (non-officers, sometimes referred to as “ratings”). Only U.S. citizens and aliens lawfully admitted to the United States for permanent residence may be issued a USCG credential. All licensed officers must be U.S. citizens, and only 25 percent of the unlicensed crew on board each vessel may be aliens lawfully admitted to the United States. U.S. mariners are issued licenses and credentials based on their training and experience, and U.S. standards and

continued on page 8



From the forward stores crane aboard *Mahi Mahi Able Seaman* McKevin Dulay snapped a shot of the SUP gang hard at work loading ship’s equipment in Los Angeles. AB Rocky Casazza and Standby AB Toney Sawyer are on the left, AB Marc Dulay toward the rail and inboard is OS Larry Price with Standby AB Costica Opisiru guiding it through the hatch.

The Fourth Arm of Defense

continued from page 7

the level of enforcement are considered by observers to be the most stringent in the international community.

The United States has been able to respond to crises and support military operations in recent decades because its U.S.-flag maritime industry was sufficiently sized to do so. Likewise, U.S. sealift strategy calling first for the deployment of government-owned surge assets followed by the use of commercially sourced ships for the longer sustainment phase of missions has been very effective. As explained earlier, the critical component of this strategy has been maintaining a pool of qualified oceangoing U.S. mariners adequate enough to crew the government's surge ships when necessary without disrupting commercial crewing requirements. However, recent trends could cause concern

among military planners and industry officials with respect to the availability of U.S. mariners to meet surge and sustainment requirements for the duration of a conflict in the future.

The pool of U.S. mariners available to crew government ships when activated has declined over the last decade, creating the distinct likelihood that America's national security could be adversely impacted in the near future if the trend continues. Much of this decline stems from the fact that it is increasingly difficult for U.S.-flag ships to compete in international commerce against heavily subsidized foreign flag vessels, many of which operate in a tax-free environment.

Competition in global shipping is fierce and survival depends on many factors. Quality of service can eclipse cost to a degree, but much of the market is driven

by carriers adhering to a minimum level of compliance with international safety and environmental standards while employing mariners from underdeveloped countries, all to minimize cost. Much of this occurs within open registries which account for more than half the ships in the world's commercial trading fleet. Competitive pressures have been magnified in recent years by the economic crisis worldwide and by an oversupply of shipping tonnage. The result has been a loss of U.S.-flag oceangoing tonnage and related afloat jobs. This is partly because federal programs designed to support the maritime industry have been reduced. Other issues have further impacted the mariner pool. The loss of shipboard billets when U.S.-flag ships leave commercial service has a compounding effect on the mariner pool since each billet supports roughly two individuals when vacations, training, and other time spent on shore are taken into account. The loss of billets also negatively affects the ability to recruit and develop new mariners to grow the manpower pool. International and domestic regulatory rules limit mariners' ability to maintain and upgrade their seafaring credentials without possessing sufficient sea time and without meeting recency of service requirements. For example, a mariner might require specific training to update practical experience in technical skills before being allowed to volunteer for an emergency sealift billet during a contingency.

A primary element of DOD's sealift planning framework are manpower exercises that focus on and test proficiency in the timely recruitment of qualified personnel necessary to crew organic government assets to meet emergency activation requirements. MARAD and MSC place a high priority on working with carriers and labor unions to identify, contact, and prepare qualified mariners leading up to and during emergencies. MARAD has developed and maintains a Mariner Outreach System with the cooperation of willing mariners to maintain and update contact information and current USCG qualifications.

Notwithstanding the willingness of U.S. mariners to maintain their qualifications and stand ready to sail – for any reason – into harm's way, the retention of mariners in the workforce is a growing problem. This problem exists not only in the United States but globally, especially among mariners in developed economies. For more than a decade, there have been concerns about a global shortage of qualified seafarers and the reasons are numerous and varied. It is a difficult and often dangerous occupation that, for many, is arduous to endure long term.

Time away from family is probably the most prominent downside for individuals sailing far from home. In the modern age of containerization, expedited cargo handling, and sophisticated shipboard technology the job is more intense than ever. Expectations and communications from management are endless, which can impact mariners during working shifts and beyond. The sense of adventure once associated with going to sea has eroded significantly. A mariner today gets only a limited dose of "seeing the world."

Turnaround intervals in ports today are usually numbered in hours – not days – and access to the cities attached to ports of call has been eliminated or minimized at best. Security issues, together with strict limitations on the granting of entry visas by port states, also prominently impact port access. These and other issues cause some mariners entering the workforce to view it as a short term opportunity to make some money rather than as a career.

This is especially true in the United

States, where competition from onshore job opportunities is a significant factor that draws mariners away from sailing. The work has always been demanding, but imagine the impact of the ongoing pandemic. New and lasting pressures combine with frequent instances whereby crews remain trapped on board with little certainty of when they can disembark to enjoy families and something approaching normalcy, even as mariners wonder if they can ever forget the risks experienced in close quarters and unknown threats stemming from the virus.

Due in no small measure to America's standard of living and the reasonable expectations all American workers, including American mariners, have for a living wage, health and pension benefits, a safe workplace environment, and other employment-related terms and conditions, it is difficult for the U.S.-flag maritime industry to compete in the international cargo markets against foreign flag of convenience vessels and their third world crews. This is why the Federal government has administered and must continue to administer programs to support the industry.

Throughout American history, the one constant has been that a strong commercial maritime capability enhances national security. This is as true today as ever. The Maritime Security Program remains the most important of the federal programs that assist U.S.-flag ships in foreign trade, and it should be supported, fully funded, and modified as necessary to keep pace with economic conditions affecting U.S.-flag shipping. The government also administers a framework of cargo preference programs designed to provide access to military and civilian government-impelled cargoes. Especially with respect to food assistance, certain of those programs should be expanded to promote global peace and stability. In any case, authorizing statutes and programs should be supported by all Federal agencies to ensure that taxpayer dollars are spent at least in part to enable U.S.-flag shipping and not spent in their entirety to rely on foreign-flag shipping and foreign crews. Finally, the domestic shipping statutes commonly referred to as the Jones Act should be retained to sustain the commercial shipping base that helps support the civilian manpower pool needed to meet defense requirements.

Ocean-borne transport is largely taken for granted by the American public. It is predominantly about freight, and therefore essentially invisible to most citizens, who view the television in their living room as having come from Walmart instead of from Asia. The United States remains the largest trading nation in the world based on exports and imports of goods and services. Yet only about four percent of U.S. foreign trade is carried on U.S.-flag ships. The benefits of maintaining a strong maritime industry does not naturally resonate with citizens, so the shipping industry is trying to raise public awareness to this vital capability. To learn more about the U.S.-flag maritime industry and the benefits it provides, please visit www.americanmaritime.org.

James Caponiti joined the American Maritime Congress (AMC) in 2011, following 38 years of distinguished service in the Federal Government. He served with the Department of Transportation's Maritime Administration for 37 years. He is a recipient of the Presidential Meritorious Rank Award and the Distinguished Rank Award, the highest Civil Service awards for Senior Executives. Mr. Caponiti also served as Chairman of NATO's Planning Board for Ocean Shipping for 14 years, responsible for developing and maintaining plans for civil shipping support to deploy NATO military forces during times of crisis and war.

National Maritime Center

Serving Our Nation's Mariners



Restoration of REC Counter Service Appointments

The National Maritime Center (NMC) will resume **counter service appointments** for the Regional Examination Centers (RECs) listed below, beginning **Monday, July 19, 2021**. Limited examination services will continue. Mariners seeking to schedule counter service or examination appointments may do so by contacting the appropriate e-mail address or phone number below:

- REC Anchorage – recanc@uscg.mil
 - REC Baltimore – recbaltimore@uscg.mil
 - REC Boston – rechoston@uscg.mil
 - REC Charleston – reccha@uscg.mil
 - REC Honolulu – rechonolulu@uscg.mil
 - REC Houston – rechouston@uscg.mil
 - REC Juneau – recjun@uscg.mil
 - REC Long Beach – reclb@uscg.mil
 - REC Memphis – recmemphis@uscg.mil
 - REC Miami – recmia@uscg.mil or (305) 536-4331
 - REC New Orleans – recnola@uscg.mil
 - REC Oakland – recoakland@uscg.mil
 - REC Portland – recportland@uscg.mil
 - REC Seattle – recseattle@uscg.mil
 - REC St. Louis – recstl@uscg.mil
 - REC Toledo – rectol@uscg.mil
 - MU Ketchikan – (907) 225-4496 (extension #3)
 - MU San Juan – (787) 729-2368
- *REC New York – has been temporarily closed and all service suspended while the REC is relocated to a new location.
- Counter and exam services will be by **appointment only**. No walk-in appointments are available. Late arrivals for appointments will not be permitted, and will require rescheduling to another appointment date.
 - Only the mariner conducting business may enter the REC. Additional members in your party must remain outside the REC during the appointment.
 - Mariners will be subject to COVID-19 screening questions and temperature checks.
 - Mariners experiencing COVID-19 symptoms (fever or chills, cough, shortness of breath or difficulty breathing, fatigue, muscle or body aches, headache, new loss of taste or smell, sore throat, congestion or runny nose, nausea or vomiting, or diarrhea), **will not be** permitted to enter the REC/MU and will need to reschedule their appointment.
 - Mariners are required to wear a face covering at all times. Those who refuse to wear a face covering, or who remove face coverings during exams or counter appointments, will be dismissed and could be subject to examination module failure. Persons with documented health issues that prevent them from wearing face coverings must notify the REC/MU when scheduling an appointment.
 - All fees must be satisfied prior to arriving at the REC for your counter service or examination appointment. [Pay.gov](https://www.pay.gov) is the preferred method of payment. A receipt or other proof of payment will be required in order to take an examination and should be e-mailed to the REC prior to your arrival.
 - For an examination appointment, mariners should bring a Pay.gov receipt, their own #2 pencils, photo ID, a non-programmable calculator, and plotting equipment. No other personal belongings are allowed in the facility.
 - Please review the [REC FAQs](#), located on the [REC page of the NMC website](#), for additional information regarding available services and entry requirements during the COVID-19 pandemic.

Should you have any questions or concerns, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the [NMC online chat system](#), or by calling 1-888-IASKNMC (427-5662).

On July 19, the Coast Guard finally opened the REC's listed for limited mariner credentialing "counter service." An appointment and pre-payment of fees is necessary along with other requirements as noted. Check with SUP Agents or Training Rep. Berit Eriksson or at www.dco.uscg.mil/nmc/recs/ for help.



SUP PRESIDENT'S REPORT

Matson Navigation Co.

Negotiations on Matson General Rules, Work Rules and Maintenance Agreements

After an intense and compressed bargaining period, the SUP Negotiating Committee consisting of Chairman Noel Itsumaru, Paul Fuentes, Roy Tufono, Matt Henning, and Dave Connolly reached tentative agreement with Matson Navigation Committee producing better wages, benefits, job security, and shore leave. The following is a summary of the Agreement:

General Rules

1. Wages: Five-year Agreement through June 30, 2026
 - a. 3% increase effective on July 1, 2021, 3% increase on July 1, 2022, 3% increase on July 1, 2023; 3% increase on July 1, 2024; and 3% increase on July 1, 2025 for a compounded life-of-contract increase of 16%.
 - b. Applies to all rates of pay across the board including base wages, overtime, supplemental benefits, shore gang, standby and special rates, etc.
 - c. COLA trigger maintained at 4% and capped at 5% on each anniversary date.
2. Fringes: Maintenance of Benefits, Pension increase, Training increase
 - a. Pension increase (under 30e) of \$55.00 to \$2520.00 maximum monthly benefit with 2% increase for pensioners, prevented elimination of 30(e).
 - b. Training increase of \$0.25 per job day effective July 1, 2021 and per year.
 - c. Health Care benefits maintained for actives, dependents and pensioners
3. Mokihana Return to CCX Service: MOU on Temporary Cross-deck Crewing
 - a. Sole intent to return ship to normal crewing and operations in new CCX service. Maintains all rights and relinquishes no claim on recognition or jurisdiction. SUP joins in Oakland; is on board for duration. Prevents alternative crewing method.
 - b. Paint and Rigging Shore gang jobs added in Honolulu as immediate loss offset.
 - c. Mauna Lei deployment to Alaska
4. Restriction Claim Advanced for Pandemic Outset Period
 - a. Resumed settlement negotiations under Step 3, Joint Labor Relations Committee, reached historic agreement for aggregate claim across three graduated tiers of restriction exposure during the specific subject period.
 - b. Go forward full restoration of Section 18 in restricted ships.
5. New Holiday: Juneteenth National Independence Day beginning June 19, 2022. Defended against elimination of Columbus Day.
6. Minor improvements: MLC language on wages paid during piracy incidents, voyage clarification on unearned wages (paid through the end of the voyage), designated smoking areas outside the house/prohibition on smoking inside the house, increase in lodging meal amounts (to \$60.00 per day by meal offset), maintenance of wages during other union strike, unearned wages paid through the end of the domestic (14 day) and foreign voyages (35 day), ship's internet policy explored and clarified toward improved bandwidth and speed, access to random drug test results, change to limitation on loss of effects, Appendix B transportation fare increases.
7. Defended against vaccination as a condition of employment, medical disclosure forms as condition of employment, elimination of Supplemental Benefits Plan payout of vacation, elimination of Columbus Day and longshore holidays in port, elimination of weekend wages for Friday layoffs, among other things.

SUP Work Rules:

1. Improved: 1500 Knock Off language: added Time Back protection such that "the hours between 3:00 P.M and 5:00 P.M. shall not be deducted against time back."
2. Preserved: Time Back incremental payment for accumulated time not taken.
3. Improved: Overtime payable – one-hour weekly overtime for the SUP delegate duties.
4. Improved: Appendix A "Manning" updated to confirm present ships, ship types, and existing and future jobs. (Covering new-builds and replacement vessels).
5. Improved: Cargo Rate for ramp block rig on for Ro/Ro operations.
6. Preserved: Successfully defended against permanent bosuns, longshore holiday eliminations, washdown elimination, floating shipboard sanitary periods, floating start time for standbys, a two-year standby wage freeze, OS job reductions, among other things.

SUP Maintenance Agreement:

1. Improved: P & R Honolulu payroll changed back to a weekly payroll system.
 2. Improved: Job Security – maintained all steady jobs in shore gang, added two Mokihana offset jobs to P & R shoregang in Honolulu.
 3. Preserved: Defended against manning reduction of 1 steady position, 4 hour call out reductions, maintained health care, vacation, sick leave and disability benefits.
- Against the combined forces of the Company and the COVID era, this Committee refused to accept any reduced SUP standards. They stood up for job security, higher wages, basic employment rights. They fought against restrictions-to-ship past, present and future. They proposed again guaranteed watchstander overtime and again

defended against the elimination of the washdown. They created new jobs, improved existing jobs, made no concessions, and left nothing on the table. Mr. Chairman on behalf of the Committee, I recommend ratification of the MOA between Matson and the SIU-Pacific District on the General Rules and the MOA between Matson and the SUP on Work Rules and the P & R Maintenance Agreement.

Pension Increase: The SIU-PD Pension Trustees met on June 17, 2021 immediately prior to Matson bargaining. After hearing the presentations of Plan staff and professionals including investment and actuarial reports, the Trustees recessed and reconvened as parties to the collective bargaining agreement. The employers were represented by Matson Labor Relations Manager Danny Defanti, The Unions were represented by MFOW President/Secretary-Treasurer Anthony Poplawski, SIU-A&G West Coast Vice President Nick Marrone, SUP and MFOW Vice-Presidents Matt Henning and Deyne Umphress and myself. The Unions put forth various arguments for an increase under Section 30(e) of the General Rules. The employers resisted our proposals, despite a small investment surplus available specifically for the purpose of prudent increase under the careful rules of that section. The Union demanded recognition that the modest increase would not endanger the Plan, overcame employer arguments and eventually achieved a \$55.00 increase for new retirees (payable in September but retroactive to July 1, 2021) and a 2% increase for pensioners in pay status. The maximum pension payout is now \$2520.00 per month.

California China Express Service (Mokihana): As many in the members employed by Matson were aware, the Company's converted C-9 Roll-on/Roll-off containership *Mokihana* was for months in a Chinese yard undergoing repairs. As the pandemic lifted in the United States it got worse in China, and the government there maintained or tightened its severe no-travel restrictions. The *Mokihana* was the last ship in the drydock rotation, and without a crew on board the problem of returning the ship into service grew larger. Pressure increased in early June when Matson announced the advent of a third Chinese service in addition to the CLX and the CLX+, to be called the California China Express (CCX) in which *Mokihana* figured as a key component.

Along with MFOW President Anthony Poplawski, several proposals to management to re-crew the ship with SUP/MFOW members to China for the return voyage were made and management agreed to investigate. Chief among our preferred options was "normal" air travel, but Chinese visas are next-to-impossible to obtain due both to the pandemic and diplomatic resistance, no matter what the Company or purpose. Our research revealed that on rare occasions with the intervention of the U.S. Department of State, air travelers were granted temporary conditional visas that require minimum 30-to-35-day quarantines in unsafe, prison-like quarters and conditions. Without our normal sea or airborne crewing options, two more remained: to either resist the deployment of the ship in CCX and keep the ship in China, or to cross-deck the non-Pacific District crew from the M/V *Matson Tacoma*, to get the *Mokihana* back to the U.S., at which time the Pacific District Unions would resume normal crew operations.

The SUP and the MFOW viewed the return of the ship to CCX service of primary importance and entered a non-precedential one-time Memorandum of Understanding that allows temporary non-member crewing yet retains our rights, protects our long-term jurisdiction, offsets entirely the limited job loss of about fifteen employee days, as well as gets us back on the ship in the first U.S. port. The following is a condensed list of the terms:

1. Applicability: Due to unique and special COVID-19 pandemic related issues, we [the Company and SUP and MFOW] mutually recognize the temporary use of non-member crew in Mokihana until first U.S. port while retaining all rights of recognition and jurisdiction and without relinquishing any claims or responsibilities of the collective bargaining agreement, Noting the sole intent of returning the ship to regular and normal Union crewing operations, the parties agree that SUP and MFOW members will join on arrival in Oakland (or first port of call in CONUS, Alaska or Hawaii) under all terms and conditions of the existing agreement. No other agreement affecting this MOU shall apply without the written consent of the Unions.
2. Loss offset: The expected loss of mandays/covered employment under the



SUP Negotiating Committee comprised of SUP SFBA Roy Tufono, Chairman Noel Itsumaru, Paul Fuentes, VP Matt Henning and Pres. Dave Connolly.

SUP President’s Report continued

Unions’ agreements (expected to total 105 days for the SUP and 60 days for the MFOW) shall be offset by the shoreside employment at the Company’s terminal facility in Honolulu under the Unions respective maintenance agreements as follows:

- a. MFOW: Hire one (1) additional shore mechanic for 12 weeks at regular full compensation under the Maintenance Agreement.
- b. SUP: Hire three (3) additional Paint and Rigging maintenance workers for 7 weeks (or 2 for 11 weeks) at regular full compensation under the Maintenance Agreement.
- 3. Right to grieve
- 4. Right to terminate.

Matson is accountable for its lack of foresight in attempting a China drydock during a pandemic and a period of tense diplomatic relations. Stranding *Mokihana* there bet on a re-opening that didn’t come and thus gambled with our work. But given the importance of the ship and the number of jobs in the long-run, and together with adequate compensation and protections, this agreement makes the best of it for us and so Mr. Chairman recommend ratification of the *Mokihana* cross-decking MOU.

Matson Restriction to Ship Settlement

As everyone knows, the pandemic brought on a wide range of Restrictions to Ship, company by company, foreign and domestic, state by state, full lockdown and partial release, supported by some government orders and not by others, with and without compensation. It is an understatement to say that the changing nature of the pandemic, the government response, and the variable nature of both the workplace and management’s restrictions made it among the most complicated situations the Union has ever faced. The SUP and the MFOW maintained throughout that our members should be accorded all the rights and privileges as regular workers both at sea and ashore. Matson management mostly disagreed, and the Unions pressed the matter for months, ultimately reaching a stalemate at the culmination of the grievance procedure — the Joint Labor Relations Committee. Rather than proceed to an arbitration with uncertain and potentially damaging outcomes, the Unions waited for bargaining and brought to bear then the pressure that produced the settlement. The settlement covers a specific period of quantified and documented claims from March 21, 2020, to May 21, 2020, when there were West Coast restrictions to ship without the clear and incontrovertible support of a distinct government order to do so.

Under Step Three of the grievance procedure laid out in Section 10 of the General Rules, a Joint Labor Relations Committee (between Matson and the SIU Pacific District Unions) met during bargaining to address the restriction issues raised and to put to rest a specific long-standing restriction-to-ship Grievance. The grievance stemmed from West Coast crew restrictions during the period from March 21 2020, to May 21, 2020.

The SUP identified 33 mariners (Group 1) who had 42 or more Shipping Days With Matson During The Period; 22 Mariners (Group 2) Who Had Between 28 And 41 Shipping Days; And 23 Mariners (Group 3) Who Had Between 14 And 27 Shipping Days. In Order To Settle The Claim, And As Part Of Overall Bargaining, The Sup Requested Payment As Follows: Group 1 = \$813.24; Group 2 = \$542.16 And Group 3 = \$271.08. The Total Claim Amounts To \$45,000 For The Sup. Checks Will Be Sent To Sup Headquarters Distributed To The Branches Where The 78 Members Are Registered. The Mfow Took Similar Action On Behalf Of 46 Members Producing About The Same Amounts. The Settlement Makes Final All Related Grievances. It Does Not Resolve Any Future Grievances Relating To Restrictions To Ship Because Of The Covid-19 Pandemic, But It Does Resolve All Restriction To Ship Grievances Through The Date Of The Agreement.

This May Be The Largest Restriction To Ship Grievance And Settlement In The History Of The Sup, Yet It Cannot Offset The Full Hardship Experienced By The Membership During The Covid Era. Still, Neither Token Amount Nor Symbolic Settlement It Serves A Rough Justice To Resolve The Frustration Of Pandemic Related Restrictions, Maintains The Strength Of Our Contract Language Going Forward, And Preserves The Power Of The Grievance Procedure To Solve Problems.

Matson Shore Leave In Honolulu – On June 13, The Union Received A Honolulu Shore Leave Update From Matson. Under A State Of Hawaii Order, Effective May 22, 2021, It Is Not Permissible For Crew Members To Travel From Their Ship To Their Residence Or Designated Place Of Quarantine (For The Purpose Of Self-Quarantining Only) And Vice Versa. Crew Members Are Not Permitted To Travel To Other Locations While Traveling Between Their Residences Or Places Of Quarantine And The Ship, Or While They Are Quarantining At Their Residences Or Places Of Quarantine. Then On July 8, 2021, Matson Issued Covid-19 Update #48 That Allows Fully Vaccinated Crew Members In China And Domestic Service Ships To Go Ashore Without Being Subject To Hawaii’s Self-Quarantine Restrictions. Unvaccinated Crew Members Are Not Restricted But Are Required To Follow The Self-Quarantine And Other Covid Rules Ashore And On The Ship.

Matson Crew Dispatch Clearance Change: On June 30, Matson Notified The Union That Any New Crew Reliefs Joining A Clx Or Ccx Ship In Long Beach Or Oakland Will Not Be Accepted Or Allowed To Join The Vessel If They Have Traveled To Or Through India, Pakistan, Nepal, Bangladesh, Sri Lanka, Myanmar, Thailand, Philippines Or Cambodia In The Previous 35 Days. This Includes Being Aboard Any Ship That Has Call In Ports In Those Countries. It Is Entirely Due To The New Policy On Covid Clearances And Restrictions Put In Place By The Chinese Government For Any Ship Calling In Chinese Ports.

Matson Preliminary Second Quarter Earnings Announcement (Maunalei): Matson Announced On July 7, 2021, That It Had Bought Out The Operating Lease Covering The *Maunalei* At The Total Amount Of 95.8 Million Including Accrued Interest, Thereby Acquiring The Vessel. Matson Said It Entered Into The Agreement With A Combination Of Cash And Borrowings From Its Revolving Credit Facility. The Transaction Was Material To Operating Costs In The Second Half Of 2021 Due To The Elimination Of Lease Expenses. Lower Costs Of Roughly \$6 Million Was Expected Due In Part To The Transaction. In Bargaining The Company Informed

The Unions That The *Maunalei* Had Been Retrofitted With Gear And Modifications Specific To The Alaska Trade In Which She Is Now Engaged.

APL Marine Services

On June 18, Apl Management Informed The Union Of A Change To Its Operations And Shore Leave/Restriction Policy Via A Safety Directive, Itself Part Of The Company Covid-19 Management Plan. It Amends Shore Leave Policy In United States From “Prohibited” To “May Be Considered” But Only If Eighty Percent (80%) Of The Entire Crew Is Vaccinated. Restrictions-To-Ship Remain In Ships With Less Than 80% Vaccinated Crews, And For The Unvaccinated. On Clarification And As Borne Out By Payroll Practice Since Then, Management Confirmed That In Such Cases, The Section 18 Restriction To Ship Remedy Is Payable.

Patriot Contract Services

On July 8, along with MFOW President Anthony Poplawski and SIU A&G West Coast Vice President, I met with Patriot Principal and CEO Ryan Pereyda and Vice-President and Chief Legal Officer Boriana Farrar in Oakland. The purpose was to lay the groundwork for an additional ship, the Haina Patriot, a shallow draft tanker expected to operate with a mix of government and commercial refined product charters in the western Pacific. Patriot also informed the Unions that the WATSON-class bid is still pending before the U.S. Court of Federal Claims and could see a decision in the next few weeks. The Unions took the opportunity to describe the various obstacles and problems faced by dispatchers in the clearance process and received the pledge of management to help streamline the process with the goal of strengthening the trained labor pool.

Government Meetings

Jones Act Waiver Process Review

The Maritime Administration convened an industry call to review the process of Jones Act waivers. Organized by high-level members of the Biden Administration at the White House and the Department of Transportation, it was a remarkable first convening of two dozen industry and labor leaders with knowledge and experience in the process. It was also attended by Office of Management and Budget’s “Made in America Office,” with new powers of Jones Act and cargo preference enforcement and oversight. The U.S. maritime industry focused on careful definitions of emergencies, using asset alternatives, smart deployments, and especially avoiding blanket waivers. Labor re-iterated its long-standing position of not letting the Jones Act stand in the way of emergency action but called out those who seek to game the system to make a quick money on a dishonest and disloyal use of the waiver on the pretense of an emergency. In the Colonial pipeline hack, the Administration did in fact issue a focused and detailed charter-by-charter waiver and pledged to be more circumspect in future incidents.

Maritime Administration Tabletop Exercise

On July 8 the Maritime Administration held a normal planning session with industry and labor officials in advance of the July 21, 2021 simulated activation called “Command Post Exercise BREAKOUT.” No actual ships will be activated, but labor unions and their contracted companies are still required to produce viable crew lists for the event. As in the past, mariners on crew lists may be contacted to check if they have been contacted by the Union, on their validity of their documentation, and their willingness to go to sea. Like last year and despite the pandemic, an actual TURBO activation is expected later in the summer. The tabletop exercise is a burden to the extent that it requires considerable Union administrative work without the benefit of member employment. Still, it is a federally audited measure of readiness that is important to service existing and future Union contracts. Urge all hands to sign up for assignments as directed by SUP agents and coordinated by SUP VP Matt Henning.

SUP Election

Under the authority of Article XXVIII of the SUP Constitution, the elected Committee on Constitution met on Tuesday July 7 to consider all resolutions and proposed amendments to the SUP Constitution that were submitted by the membership since the last election. The Committee’s Report was attached to the minutes for action by the membership in the coastwise July Branch meetings. Depending on that vote, two resolutions will be on the 2021-2022 SUP Election Ballot to be prepared by the Committee on Election. The Committee on Election will compile the questions and list of eligible nominees in September, noticed in the August meeting and published again in the August edition of *West Coast Sailors*.

Holidays

Longshore holiday: SUP hiring halls will be closed on July 28 in observance of Harry Bridges Day. In accordance with our collective bargaining agreements with APL and Matson it is holiday for all company vessels, except Ready Reserve vessels, in West Coast ports and for sailors employed under the APL and Matson Maintenance Agreements. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in port in Hawaii.

Action Taken:

MS: To accept and concur with the balance of the President’s report including the following recommendations:

- 1. 2021 MOA between Matson and the SIU-Pacific District;
- 2. 2021 MOA between Matson and the SUP;
- 3. MOU between Matson and SUP/MFOW on the MOKIHANA Carried.

— Dave Connolly

SUP BRANCH REPORTS

HONOLULU

June 2021

Shipping: Shipped the following jobs in the month of June: 1 Bosn steady, 0 Bosn relief, 0 Bosn return, 4 AB Day steady, 1 AB Day relief, 0 AB Day return, 5 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 2 AB Maint, and 0 OS Watch steady. The shipping jobs were filled by 8A cards, 5 B cards, 0 C card, and 0 D cards.

Standby jobs: Shipped 40 standby jobs. The standby jobs were filled by 1 A card, 27 B cards, 2 C cards, and 0 D cards.

Registered in Honolulu: 8 A cards; 19 B card; 5 C card; 7 D cards.

Ships checked by phone and email: *Manukai, DK Inouye, Kaimana Hila, Manulani, Maunawili, Manoa, Lurline, RJ Pfeiffer, Matsonia*, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.

APL Herodote — no major beefs

APL Saipan — no major beefs

USNS Charlton — ROS

USNS Watson — no major beefs

Agents Report:

I am going on vacation this week so this

SEATTLE

June 2021

Shipping: 3 Boatswains shipped to 1 A & 2 B cards; 2 Matson relief AB's taken by an A & B member; 4 Patriot AB's to 3 B & 1 C member; 4 Patriot OS billets went to 1 B & 3 D registrants; 1 Cape Ship activation GVA taken by a D registrant. Matson called for 23 Standby AB's filled with 2 A, 10 B, 5 C, and 6 D's.

Registered: 6 A cards for a total of 8; 12 B cards for a total of 16; 3 C cards for a total of 4; 4 D cards for a total of 5

Agents Report:

Many members are asking if companies are requiring vaccinations. In short no, but there are consequences unique to this port if you have not been vaccinated. Seattle jobs often come from open board jobs, and many of the jobs have a ten-day quarantine time for the unvaccinated that must be met prior to joining. By the time the jobs get to the Seattle board it is likely too near the joining date and the job will forfeit to the member that is fly ready.

Seattle is again holding the monthly meeting, but there is still a limit of three in the hall at one time, so meetings will be held outside.

Fraternally, Brendan Bohannon

report is going to be short.

As of right now you still need to get a Covid-19 test (with a Hawaii State approved testing site) within 72 hours before you fly to Hawaii if you don't want to be quarantined for 10 days. After July 15th if you are vaccinated and flying in from the US mainland you can skip the Covid-19 test as long as you can upload to the Hawaii Safe Travels program your vaccination record.

Remember to check your documents and anything with less than six months (make that anything less than 9 months with the USCG Regional offices closed) you should start the renewal process. You have to email all your documents in PDF format to your local regional USCG office prior to the expiration date. The Honolulu USCG email address is: rechonolulu@uscg.mil.

Mahalo, Michael Dirksen

WILMINGTON

June 2021

Shipping: Shipping: Bosun: 6; AB/W: 9; AB/D: 9; OS/ STOS: 0; GVA/GUDE: 0. Standby: 62

Total Jobs Shipped: 85

Registrations: A:28; B:27; C:4; D:5.

Ships Visited: Checking with ships by phone, email and in person due to COVID 19 restrictions.

AGENTS REPORT;

All ships sailing in and out running smooth occasional clarifications.

Shipping has been great here in Wilmington, Matson, APL, and Patriot jobs are being called every week, crewing and standby jobs have been hard to fill, members need to step up and take a job and your union brothers and sisters can be relieved on time.

Shoreside Bosun Gary Gelfgren and the standbys are working continuously rolling over from one ship to the next ship in order to fill standby jobs.

When your dispatch is complete, clean your room before leaving the ship.

Keep your dues current and be sure to check your documents, dues and document must be current to ship. When you get new documents let me know so I can update your records. This is your Union participate, come to meetings, read The West Coast Sailors and stay informed.

Fraternally Submitted, Leighton Gandy



Bosun Ian Serra and SUP deck gang before the ramp went up and the *Cape Henry* departed Tacoma on a mission for ports in the western Pacific.

VICE PRESIDENT'S REPORT

June 2021

Ships checked — July 20, 2021.

Mahi Mahi — McKevin Dulay, delegate. Things running smooth with no beefs. Haz Idris, bosun.

APL President Truman — Ponciano Siquina, delegate. After departure in Long Beach, ship anchored for engine repairs. Clarification on breaking watches. Mike Higa, bosun.

APL President Eisenhower — Rey Clores, delegate. Ship still docked in Long Beach for extensive engine room repairs, should be up in running by September. Jen Corner-Ibarra, bosun.

USNS Sisler — Dominic Metz, delegate. Several crew members getting off in July. Chris Cupan, bosun.

USNS Pomeroy — Josh Dickey, delegate. Another large crew change coming in July. If you have your military training up to date, go the hall. Anthony Orias, bosun.

USNS Dahl — Alex Glosenger, delegate. Ship is back in Saipan after a long stay on the east coast. Kim Dulay, bosun.

USNS Charlton — Benjamin Linn, delegate. Ship is in Philadelphia shipyard for next few months. Clarification on ROS vs FOS overtime rates. Rico Enclair Jr., bosun.

USNS Watson — Chase Boeger, delegate. Ship is on the hook in Diego Garcia, extensive deck maintenance projects ongoing. Clarification on training/overtime. Sean Bane, bosun.

Cape Orlando — Andrew Sullivan, delegate. Pacific Pathway mission underway with no beefs. Jonathan Pampilon, bosun.

Cape Henry — Anthony Wylie, delegate. Underway for Pacific Pathways mission. Congratulations to our first 100% fully vaccinated ship. Ian Serra, bosun.

Cape T's and Cape V's — All ships back in Texas in ROS status.

Cape Hudson & Horn — Ships are tied up in San Francisco in ROS. No major beefs. Robert Leeper and Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda County Labor Council meetings. REC centers will open by end of July and members can start going back into Coast Guard to renew documents.

Matt Henning

BUSINESS AGENT'S REPORT

June 2021

Manoa — Marc Relojo, delegate. In Honolulu with restrictions relaxed then lifted. Shore leave is permitted for those who are non-residents as well. Your choice to go or not. Wanted to commend the Negotiating Committee for protecting our jobs and jurisdiction. We support ratification. Michael Worth as Bosun.

Matsonia — Lourdes Macias, delegate. Sailed short handed out of Oakland last trip company claims no time to call reliefs job filled in Wilmington. Matson's schedule has us laying up alongside the dock in Oakland for 12 days undecided if Matson's will lay us off or not. All subject to change. Nick Hoogendam, Bosun.

Lurline — Cosmo Bigno relieving Dave Mercer as delegate received our tentative agreement with Matson via union hall. Shore leave is permitted in Honolulu following the CDC guidelines. Running steady on the southern triangle in good hands with Brandon Keopuhiwa as Bosun.

RJ Pfeiffer — Rhonda Benoit, delegate Clarification on Matson masking policy. Shore leave in Honolulu: has been a long time coming for residents and for non-residents. Robert Morgan as Bosun

Kamokuiki — Robert Tomas, delegate. Email indicates still shuttling between Auckland, New Zealand, and Shanghai China for a couple of months due back in September. Isagani Cruz as Bosun.

Mahi Mahi — McKevin Dulay, delegate. Crossed over from the *Mokihana* and is now on the CCX run, skipping Oakland's first trip on the West Coast. The schedule has us arriving in Oakland sometime in the middle of July always subject to change. Running the gang getting work done with Norhaslan Idris as Bosun.

See President Report for an in-depth summary on settlement agreement with Matson.

President Wilson — Justin Foster time-up as delegate. We had a close call when the Bosun noticed smoke coming from the emergency gear locker. Quick thinking from the Bosun sounding the General Alarms passing the word we all mustered at our stations. Fortunately, all ended well with quick action preventing emergency. Dimitri Seleznev, Bosun

Cape Orlando — Andrew Sullivan, delegate on Pathway mission all is well due back in late September. Jonathan Pampilon, Bosun.

Cape Henry — Anthony Wylie, delegate. Via email indication arrived in Guam weathers warming up and the work done SUP style. Ian Serra, Bosun.

San Francisco Bar Pilots — Pier# 9, Big Mike Koller delegate. Mike Sposeto out on the binnacle list wish him a speedy recovery, running full throttle busy up the river and on station. Leo Moore, dock Bosun.

Worked in the office and helped dispatch. When making the job calls, please continue to mask-up maintain 6' distance and no congregating.

Roy Tufono